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The hull of the Halka, grounded near Hauxau, and one of the remaining sunken ships, is now being raised.

Only 30 workers participated in the first labor competition held in the shipyards. There are now 149 workers engaged in labor competition.

There are shipyards and repair shops in Plock, Gdansk, Olzycek, and Krakow. The Six-Year Plan provides for unification of all shipyards and the coordination of shipping on the Odra and Wisla rivers in 1950. By the end of the Six-Year Plan, Wisla River shipping will be capable of handling 800,000 tons.

The hull of the Ludwig Warynski, sunk near Dobrzychova in 1939, was salvaged in fall 1949. This ship now has 72 Class II and 40 Class III sleeping accommodations and 68 cabins. It carries 600 passengers, and has a draft of 63 centimeters.

The tugboat Konarski and the dredger Nur have also been put into service.

Four years after the end of the war, the Wisla River navigation is almost at prewar level.

POLES BUILDING NEW-TYPE VESSELS -- Svenska Dagbladet, No 10, 12 Jan 50

It has been reported that the shipyard in Gdansk has begun to make preparations for the construction of a new series of coal and ore carriers. The dimensions of the new vessels are the same as those of vessels constructed in the past, but the new vessels are 90 percent welded, whereas the old vessels were only 35 percent welded.

SZCZECIN HANDLES SHIPMENTS FOR CZECHOSLOVAKIA -- Gazeta Handlowa, No 30, 12 Nov 49

In October, 22 ships entered Szczecin carrying commodities and raw materials for Czechoslovakian industry. Besides transshipments through Szczecin, a great volume of metal products for Czechoslovakia was brought in by a Swedish ferry operating from Swinoujscie.

Swedish iron ore continues in first place; 14 vessels carried a total cargo of 27,400 tons.

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